

# AVIATION

*The Oldest American Aeronautical Magazine*

FEBRUARY 2, 1925

Issued Weekly

PRICE 10 CENTS



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VOLUME  
XVIII

## SPECIAL FEATURES

NUMBER  
5

MIRACULOUS ADVENTURE OF AN AIR MAIL PILOT  
CAN THE FLETTNER ROTOR BE APPLIED TO AIRCRAFT?  
AIR SERVICE WANTS BIDS ON HEAVY BOMBARDMENT PLANES  
CASPAR LIGHT PLANE AND SAVOIA TORPEDO PLANE DESCRIBED

GARDNER PUBLISHING CO., Inc.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK

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BOEING AIRPLANE COMPANY  
SEATTLE, WASHINGTON



FEBRUARY 2, 1925

# AVIATION

VOL. XVIII, NO. 5

Published every Monday

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January 2, 1925

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Yours faithfully,  
W. H. Fairchild  
President

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Our new prices will interest you

CURTISS AEROPLANE & MOTOR COMPANY, Inc.  
Metal Propeller Department  
Garden City, N. Y.

## Air Transportation

FROM time to time AVIATION is asked what is the best way to get into commercial aviation. Our normal answer is to refer the inquirer to some reliable aviation school where he will get good training in the maintenance of engines and planes and where he will learn to fly. This is the first step, but not the last for the man who wishes to get to the executive positions of the great air lines of the future.

The problem of flying is so absorbing that the aviator is almost taken up with them and the tendency is to treat the problem of transportation as a secondary one. Can one imagine a railroad president whose whole interest was centered in the actual operation of his locomotives? His problems are those of securing business, financing and the handling of men. The operation of a ship is very much the same as the operation of an airplane, but the training is along different lines.

In the same way aviation of the future will be a problem of transportation. Knowledge of how to fly an airplane will be useful, but unessential. The real problems will be those which are fundamental to any form of transportation. The man who has had years of experience in transportation, work, other methods, shipping, but at even less service, will know the fundamentals of transportation. He will know the value of the extensive utilization of equipment, he will know the advantages of organization and for executive positions he will have the advantage over the man who knows only how to fly and operate an airplane.

Much of the success of the Air Mail has been due to the fact that the men at the head had had experience in transportation and that they applied the principles which are common to any form of transportation. The head of the Duxford Navy Service which revolutionized the operation of our transportation in Europe, had formerly been at the head of the London bus system.

An airline in this country will not advance until they are managed by men who know the fundamentals of transportation.

## Speaking of Old Flying Days

THOSE who have come to aviation during the War with Germany and whose memories both acute or less accurate with the advent of the Jovay, are apt to look upon their own obsolete specimens of antiquated engineering as the latest production of modernity. Very few of them even know the fact that their outdated red "flying machines" — as they were then called — long before those days, and pilots who put up some reasonable performance on them. For instance, how many of our present airplane pilots are aware of the fact that in July, 1903 there was held from Chicago to Detroit the Great Lakes Flying Boat Cruise in which twelve planes were entered, seven actually started—some being by the way piloted by Glenn L. Martin — and one ship, a Cather-

ing boat piloted by Bertha Henson actually finished the race although it was considerably delayed by a succession of storms.

And we can point back further still. Two weeks ago there was shown an illustration of the French Albatross monoplane which was perhaps the most advanced type of heavy-duty craft produced around 1905. This ship had the first Vee type engine and also the first metal propeller, made of aluminum blades riveted upon a steel tube. The late Robert Latham, who was the star pilot of the Albatross, triumphed with it in numerous flying contests and closed the year of 1905 by making a new world's straightaway speed record of 58 (forty-eight) miles per hour. He was also the first pilot to reach an altitude of 1,000 meters (3,280 ft.).

It seems a far cry from Latham's performance to our present world records — a maximum speed of 275 m.p.h. and an altitude of nearly 30,000 ft. But it is useful to look back once in a while upon what was accomplished in the early days of flying for it gives us a better sense of what is to be expected in the wonderful strides the airplane has made since its inception by the Wright brothers.

## British Aviation

ALMOST simultaneously since the announcement from London that the British government has made two very important changes in its aircraft program.

The first radical change is in the design of their new battle-ships, the Nelson and the Rodney, whereby they become to effect armed aircraft carriers. The second change is the replacement by the Royal Air Force of partial control of Naval Aviation to the Admiralty. Such great changes in national policy coming at the same time would appear to have a relationship that cannot be overlooked.

The British Navy has, up to this time, been unable to convince the Government that a separation of naval aviation from the Royal Air Force was wise or advantageous. Why the sudden change in policy? Is it not reasonable to assume that the Royal Navy has at last awakened to the possibilities of air power and by making fundamental changes in its policy, made the change inevitable?

The one great argument against leaving aviation under the control of the older services has been the splitting of naval aviation development by both the Army and the Navy. By this we do not mean, indeed by the Air Services themselves. Now that the British Navy has taken such a long step in the direction of aviation of the air as well as sea power, it will become more and more a vital force as to how soon air power will be dominated by air power.

Coming to it from about the time of presenting the report of our Unimproved Board of the Navy that is investigating air power and its relation to sea power, there may be expected changes in our defense plans that can only result in putting air power in a more important position.









## AIRPORTS AND AIRWAYS

### Bellefonte or Tyrone, Pa.?

Bellefonte, Pa., the well-known midway stopping place at the New York-Cleveland section of the transcontinental Air Mail route, may be abandoned when the new night flying schedule between New York and Chicago goes into effect on July 1, 1935.

While an official decision has as yet been made in this matter, the proposition is under consideration. Tyrone, Pa., is strongly in line for the new field, as there are several desirable sites within 5 mi. of this town which lies 25 mi. south-west of Bellefonte. Several reasons seem to favor the choice of Tyrone. In the first place, the opening of Hader Field, between New Rivermouth and Meadville, N. J., has planned the extension forward of the Air Mail route 20 mi. west of New York and some 60 mi. nearer Cleveland, reducing the length of the transcontinental route to 3644 mi. Tyrone would be in better as the ground skidding of flying standards between main and emergency fields which the change from Gordon City to Hader Field involves. Also, being situated farther south than Bellefonte, Tyrone would be more easily on the night flying course which passes further south than the day flying course now used, and which cuts a great many needless ranges.

But the most significant objection to Bellefonte is that it is a small country field with very poor approach. Often the field pilots, finding it undesirable to make Bellefonte because of fog or strong cross winds, land on Shrewsbury Mountain, where there is an emergency field, or near the State College and wait for the fog to lift.

It should also be mentioned that Tyrone has one of three named post offices in the state of Pennsylvania, judged by the actual business transacted, and that on the town is situated on the main line of the Pennsylvania N. E. railway offering fine rate transfer facilities east and west.

### "Wherever there is Air..."

The world flight proved that "wherever there is an airplane, there is air," wrote John B. Hancock and Hugh Wade told the House recently investigating committee on Jan. 5. "Where at places in the North Pacific, from the American mainland to Asia, on forty flying hours," and Lieutenant Wade "All that is needed is a weather ship at each landing station. If at the middle of the route, a friendly town, such a facility could be made at any time of the year." There would be no obstacles to large ships making the trip, he added.

The endurance and reliability of the all-American planes used in the world flight were enthusiastically described by the two fliers.

"The Liberty motor stands as the most wonderful engine used in aviation in the world," declared Lieutenant Wade. "In every country, the Liberty engine was received with greatest cordiality and American diplomats and consular representatives all along the route told them they had helped the American cause by the use of foreign people and created lasting international friendships for the United States."

### Credit where Credit is Due

In the Jan. 15, 1935, issue of *Airways* there was published in connection with the article "Canadian Government Requirements for Civil Aircraft" an illustration showing a Victoria completion flying boat over a typical Canadian landscape. This very fine photograph was the property of the late Mr. Saunders, pilot for the Fairchild Air Mail Service Co. of Canada, and the photograph it represented as well as the scene from which the photograph was taken took belonged to the Fairchild company.

### Philadelphia News

Plans for establishing a Philadelphia airport and modern airport in the country will soon be presented for the consideration of Mayor Knorr, who has announced that he is seriously considering such a project and desires to see it accomplished in time for the Sesqui-Centennial Celebration in 1935.

A statement to that effect was made by officials of the Air Club of Pennsylvania and others interested in the project. Several conferences on the subject of a municipal field have been held by the Mayor and representatives of the Air Club. Under the terms of the Pennsylvania National Guard Act, the 19th (Reserve) Squadron of the 28th Division which will have low places, a longer, radio and other apparatuses needed by the Government when a landing field not designated from which to operate is established in the new future.

Major J. Edgar Owens, commander of the squadron, who is taking an active part in the efforts to obtain an airport in Philadelphia, and who has plans given by the Government to the National Guard are at the Air Interim Depot in Fairfield, Ohio, destined for the Quaker City, and cannot be obtained until a field is provided.

On the club's convention which has the matter of finding a site are Melvin H. Taylor, chairman of the committee and vice president of the Philadelphia Chamber of Commerce, which is also interested in the project, William K. Kellie, president of the club, Harold P. Pincus and G. T. Ludington, Philadelphia fliers, who have their own fields and several planes, and H. C. Zedler.

### Flying in Ocean, N. Y.

How a small community can do its share in fostering aviation and thus helping to make America first in the air is strikingly illustrated by the case of Ocean, N. Y. Twelve enthusiastic aviators of that town have banded themselves together into the Ocean Aviators Club and each put up \$100 with which they bought a second-hand plane. The local street car company donated them the use of a few seats free of charge. The club has put a large machine on the field and gasoline and oil is available to members free.

A full-time instructor carrying on duty on week ends and moon faces from nearby fields sleep in at Ocean. Last fall Major Gould of Buffalo, N. Y., and Lieutenant Ewing of Bradfield, Pa., brought their ships there every Sunday and took up paying passengers.

### Japanese Flight Starts May 1

The airplane flight from Tokyo to Europe which is being organized by the Tokyo newspaper Asahi news has been assigned to London via Siberia.

Two Japanese biplane engineers, fitted with 400 hp. LeRoux-Delorm engine, will be used. One pilot will be employed by the Asahi. One military pilot, two mechanics and one newspaper reporter will be carried by the two machines.

The Asahi guarantees \$100,000 toward defraying the cost of the flight. The mechanics are expected to leave on May 1 and to reach London in May 16.

### Berliner Helicopter to Go to England

According to a flight, the Berliner helicopter is to be shipped to England in order to be used in the Berlin-Bombay 1000 helicopter race. It will be piloted by Lieut. Harold E. Harris, A.S., of McCook Field.

The Berliner helicopter made several successful flights before the departure of the Air Service, last fall.

## UNITED STATES AIR FORCES

### U. S. ARMY AIR SERVICE

#### Army Air Orders

First Lieut. Fred E. Woodward, A. S., Brooks Field, to Nichols Field.

1st Lieut. Leighton M. Clark, A.S., Brooks Field, transferred to Field, Fort McPherson.

Major George G. Conner, A.S., placed on retired list.

#### Promotions

Each of the following officers, A.S., assigned to duty as indicated upon conference, promotion, or other action:

1. King, Jr., Kelly Field, First Lieut. Joseph A. Wilson.

2. Clark Field, First Lieut. Frederick A. Johnson, Brooks Field, First Lieut. William B. Clark, Kelly Field.

3. First Lieut. Harry D. Montgomery, A.S., Phillips Field, to that of A.S. Washington.

1st Lieut. Hal C. Greenberg, A.S. (Inf.), Brooks Field, to that of Kelly Field.

1st Lieut. William L. Weaver, A.S., A.S. Tech. Sch., to that of Kelly Field.

Each of the following officers, A.S., to Brooks Field, from places indicated: Maj. Harold A. Barnes, McCook Field, Capt. Edgar P. Swenson, Custerfield, Capt. Dudley B. Brown, Washington, First Lieut. James G. Clark, Washington, First Lieut. Henry G. Woodward, Kelly Field.

First Lieut. Floyd Norman Skene, A.S., promoted to grade of captain.

First Lieut. Ashby C. Strickland, A.S., Kelly Field, to that of Kelly Field.

First Lieut. Wallace G. Smith, A.S., Custerfield, to that of Kelly Field, arriving via Government transportation April 2nd for Hawaii Islands.

First Lieut. William E. Pletcher, A.S., McCook Field, to New York City, arriving via Government transportation April 2nd for Hawaii Islands.

First Lieut. Ashby C. Strickland, A.S., Kelly Field, to that of Kelly Field.

First Lieut. Wallace G. Smith, A.S., Custerfield, to that of Kelly Field, arriving via Government transportation April 2nd for Hawaii Islands.

First Lieut. William E. Pletcher, A.S., McCook Field, to New York City, arriving via Government transportation April 2nd for Hawaii Islands.

#### A Unique Night Flying Experience

Lieut. Charles G. Peary, Air Service, stationed at Post Field, Fort 44th, Ohio, had a rather unusual and exciting experience on night flying when he was ordered to fly from Akron, Ohio, back to Post Field. At eleven o'clock, just before he started, he telephoned that he would arrive at Post Field by midnight. The few planes waiting on the field about ten o'clock in the morning, but he did not show up until about one o'clock.

"The moon was shining brightly, when I took off from the field at Akron and I was confident that I could make Post Field in less than an hour. However, about three minutes after I was into a driving rainstorm with clouds and fog so thick that it completely obliterated the moon, becoming quite dark."

"Having no compass to guide me and unable to see the stars nor to distinguish any familiar landmarks, I got off the course and after flying in haze and a half hour positively then I was lost."

"Now and then I passed over a small group of lights which I later saw were small towns, but I had no idea whether of my location."

"After flying two and a half hours, knowing nothing would be gained by flying blindly with my supply of gasoline exhausted, I decided to turn back and the Gross of Ohio and try to make a landing. When the motor I moved down and turned on the spotlight with which my plane was equipped, I saw that I was about a few feet above the ground and I was in a comparatively level place of large enough dimensions that I believed I could get the ship down. Coming back over the same route three times to make sure of the fix of the ground I settled down. Luck was with me and I

made a perfect landing on what proved to be an alfalfa patch. There I waited for daylight."

"When it was light enough to see I discovered that I had landed between two straw stacks so close together that there was just room for the plane to squeeze through. I doubt very much if I could have done it in broad daylight."

#### Appointments in Regular Army

The War Department announces that a final examination of applicants for appointment as second lieutenants in the Regular Army will be held at the United States Military Academy and at the United States Military Academy and with the U. S. Army Forces in China, from June 15 to 20, 1935, wherever.

This examination will be open to all citizens of eligibility to the Congress serving by June 30, 1935, or shall receive as the required branches (Infantry, Cavalry, Field Artillery, Coast Artillery, Air Service, Corps of Engineers and Signal Corps) after the appointment of the next graduating class of the United States Military Academy, but will not include candidates from the Philippine Islands. The present estimate is approximately 400 vacancies.

Information relative to the scope and details of examination is contained in Army Regulations 605-3, and copies thereof may be obtained at any military post or station. Application to take the examination may be submitted at any military post or station, or at the headquarters of the corps area or department in which the candidate resides.

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### CONTINUED

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**WANTED**—Flying Boat capable of carrying three people. Time full details recording form, location, and conditions. Box 320, AVIATION

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**FOR SALE**—3 four passenger "Aero Star" new with new set by owner. Price \$100.00. Write for photographs and particulars: Leffler Aero Propeller 41000. Box 320, AVIATION

**FOR SALE**—Aeronautics various type D-4 and D-6 are complete with tools and spares. Price jobs at very low price. Lee Tompkins, 407 W. Main St., Harrison, Pa.

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OXS propeller metal tapered, \$9.00, ship 3 gal. \$7.00. Jerome Rex motor \$225.00. Rebuilt \$15.00 per hour on Star North Central Aviation Co., Hartford, Mo.

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